



US Army Corps
of Engineers®

Nashville District

Public Notice

Public Notice No. 05-110

Date: December 28, 2005

Application No. 200501323

Please address all written responses by January 27, 2006, to:
Nashville District Corps of Engineers, Regulatory Branch
3701 Bell Road, Nashville, TN 37214
Attn: Amy Robinson, telephone 615/369-7509, fax 615/369-7501

SUBJECT: Proposed Commercial Marina (Harpeth Shoals Marina) at Cumberland River Mile 158.0R, Cheatham Lake, in Ashland City, Cheatham County, Tennessee

TO ALL CONCERNED: The application described below has been submitted for a Department of the Army (DA) Permit pursuant to **Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act (CWA)** for the construction of the marina and discharge of fill material into waters of the United States. Before a permit can be issued, certification must be provided by the state of Tennessee, Department of Environment and Conservation, (TDEC), Division of Water Pollution Control, pursuant to **Section 401(a)(1) of the CWA**, that applicable water quality standards will not be violated. The applicant has applied for the required water quality certification by separate application.

APPLICANT: Ashland City Port Authority
110 Frey Street
Ashland City, Tennessee 37015

LOCATION: Cumberland River Mile 158.0, right bank, and Marks Creek Mile 0.5, Cheatham Lake, in Ashland City, Cheatham County, Tennessee (USGS – Ashland City Quad; lat: 36-16-27.0480; lon 87-4-33.6360).

DESCRIPTION OF PROPOSED WORK: The proposed work involves the excavation of an access channel across land owned in fee by the U.S. Army Corps of Engineers. The purpose of the channel is to connect the Cumberland River to an existing 9.2-acre basin located on private land that would be developed into a commercial marina and associated facilities. The marina would be constructed within the existing basin that was previously utilized as a borrow area by the Tennessee Department of Transportation for the construction of the new bypass (SR-455/Tennessee Waltz Parkway). The access channel would be approximately 100' wide at the bottom, and constructed with 2:1 slopes for a top width of approximately 200'. The existing harbor basin and access channel would be excavated to bottom Elevation 370.0', which is 15'

below the Normal Summer Pool (NSP) Elevation 385.0' for Cheatham Lake. The Normal Winter Pool (NWP) Elevation 382.0' for Cheatham Lake would provide 12' of water depth during winter drawdown. Associated with the construction of the basin, approximately 200' of Marks Creek would be filled. A 60" diameter pipe culvert would convey the flow through the filled area of Marks Creek to flow back into the existing creek channel. The fill would be placed within the creek in order to accommodate a linear flow pattern through the access channel and provide access to an area that would have otherwise been landlocked as an island. This portion of Marks Creek is also within the backwaters of Cheatham Lake. Any excess material excavated from the channel would be disposed of onsite on private property. The entire new harbor shoreline and access channel would be stabilized by the placement of approximately 3,000' of riprap material. The new marina would accommodate a total of 194 public boat slips, with 25 slips designated as transient docking. The construction method of the new harbor would involve first grading and placing riprap along the existing basin's banks. A temporary levee would be placed in Marks Creek on the north side of the marina channel. The 200' of Marks Creek would then be filled on the south side of the marina channel. The access channel would be excavated in the dry while leaving a plug between the Cumberland River and the channel/harbor basin. The excavated channel would then be riprapped for bank stabilization. Water would be pumped from the river into the marina basin. Silt booms would be installed across Marks Creek and in the Cumberland River at the channel entrance. The north levee would then be removed between the access channel and Marks Creek. The plug would then be removed between the access channel and the Cumberland River. Riprap would be placed on the Cumberland River banks 240' in each direction from the access channel entrance. The silt booms would then be removed upon stabilization of the access channel and harbor basin. A 20' wide boat launching ramp would also be constructed within the harbor for public use.

The public marina activities would be supported by typical marina services, such as fuel and sewage pump-out services, public restrooms, a restaurant and ship store market. The upland development would involve two condominium buildings for residential homes.

The applicant has proposed onsite mitigation measures which includes additional bank stabilization for 480' along the Cumberland River at the entrance of the access channel. Also, the applicant would install five Kasco water circulators strategically placed within the harbor basin to alleviate stagnant water issues. Stormwater runoff from surrounding upland areas would be collected and filtered to insure removal of oil and sediment from the storm water flow.

The purpose of the proposed work would be provide enhanced recreational and water-related opportunities on this area of the Cumberland River by providing a public marina, boat launching ramp, and associated facilities.

Plans of the proposed work are attached.

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The decision whether to issue a permit will be based on an evaluation of the probable impacts including cumulative impacts of the activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit, which reasonably may be expected to accrue from the work, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the work will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. In addition, the evaluation of the impact of the activity on the public interest will include application of the guidelines promulgated by the Administrator, Environmental Protection Agency, under authority of Section 404(b)(1) of the CWA. A permit will be granted unless the District Engineer determines that it would be contrary to the public interest.

The Corps of Engineers is soliciting comments from the public; federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition, or deny a permit for this proposal.

To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment (EA) and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

An EA will be prepared by this office prior to a final decision concerning issuance or denial of the requested DA Permit.

This notice serves to initiate the public involvement and notification requirements of Section 106 of the National Historic Preservation Act of 1966, as amended. Section 106, implemented by regulations at 36 CFR 800, requires the U.S. Army Corps of Engineers to consider the effects of its undertakings on historic properties. Pursuant to the requirements of Section 106, the Corps of Engineers has caused preliminary historic property identification studies (archeological survey) to be conducted within the project's "area of potential effects." These preliminary studies have identified a single prehistoric archeological site that is considered potentially eligible for listing on the National Register of Historic Places that may be adversely affected by the proposed activity. If required, additional archaeological investigations will be conducted within those areas affected by the proposed activities in consultation with the Tennessee State Historic Preservation Officer, relevant Native American tribes, and other consulting parties as necessary.

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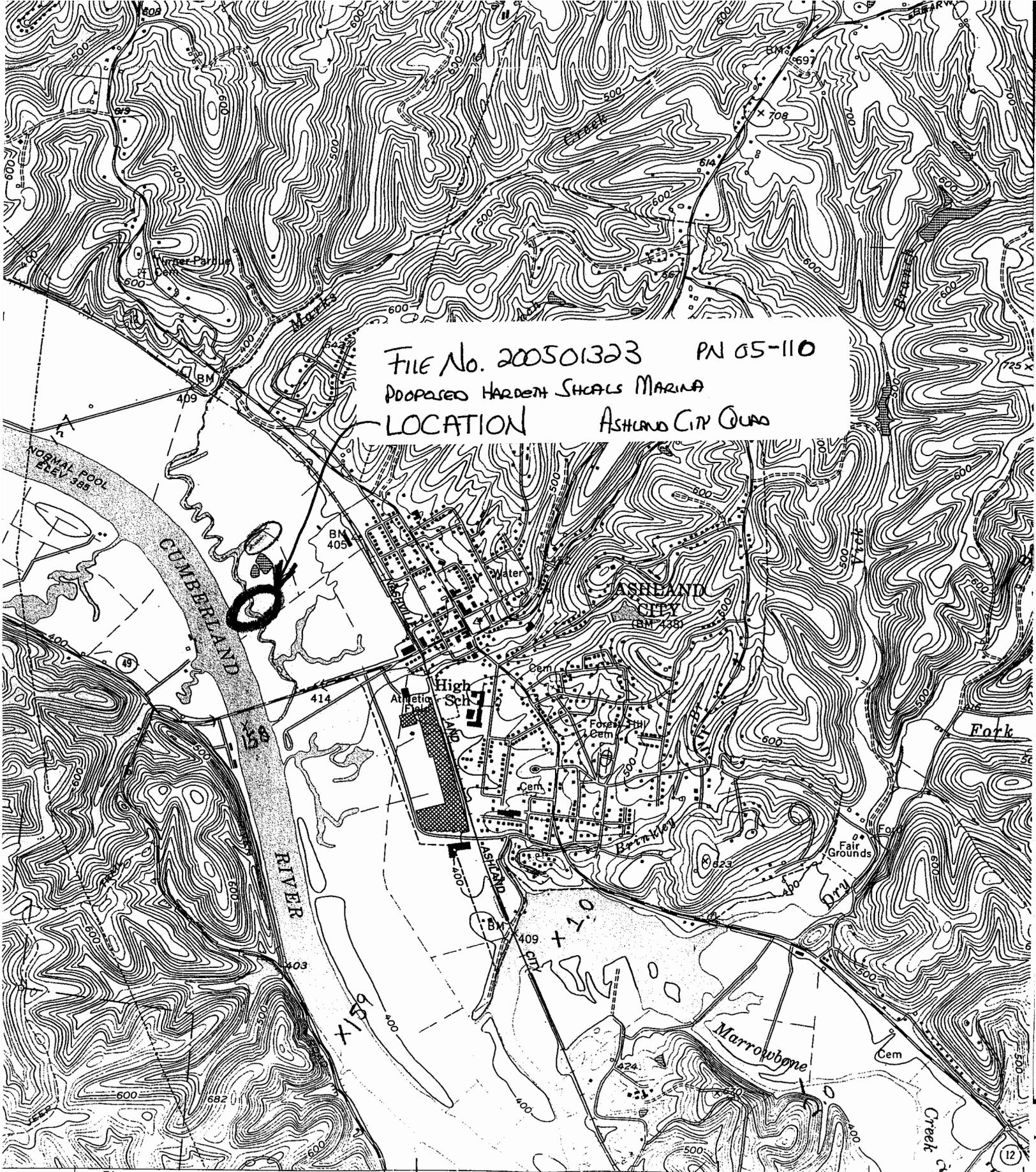
Based upon available information, the proposed work would not destroy or endanger any federally-listed, threatened, or endangered species or their critical habitats, as identified under the Endangered Species Act. Therefore, we have reached a no effect determination and initiation of formal consultation procedures with the US Fish and Wildlife Service is not planned at this time.

In addition to the DA permit and state water quality certification, other federal, state, and/or local approvals may be required for the proposed work.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a hearing. **Written statements received in this office on or before January 27, 2006, will become a part of the record and will be considered in the determination. Responses and comments to this notice should be directed to the Regulatory Branch, Attn: Amy Robinson, at the above address.**

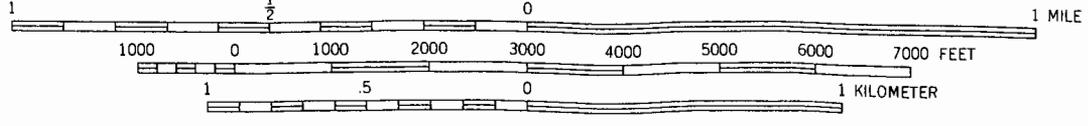
TDEC will issue a separate public notice concerning the proposed work. However, questions regarding the water quality certification can be directed to TDEC, Attn: Mike Lee, 7th Floor, L&C Annex, 401 Church Street, Nashville, Tennessee 37243-1534.

FILE No. 200501323 PN 05-110
PROPOSED HARDETH SHALS MARINA
LOCATION ASHLAND CITY GUARD



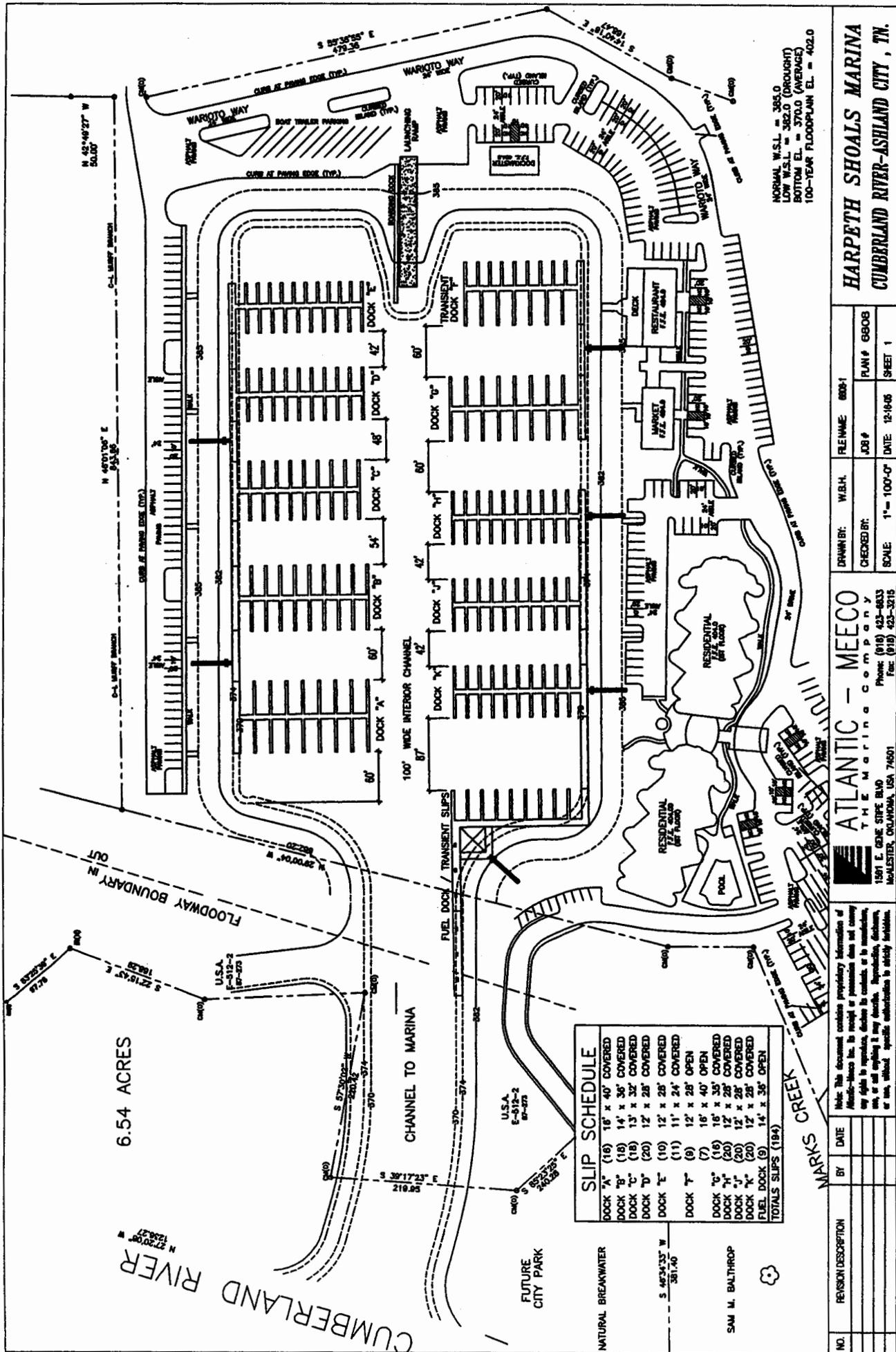
492 5' 493 GOWER 13 MI. 494 (LILLAMAY) 3556 11 NE 495 496 2'30" 497

SCALE 1:24000



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NORMAL W.S.L. = 386.0
 LOW W.S.L. = 382.0 (DROUGHT)
 BOTTOM EL. = 370.0 (AVERAGE)
 100-YEAR FLOODPLAIN EL. = 402.0

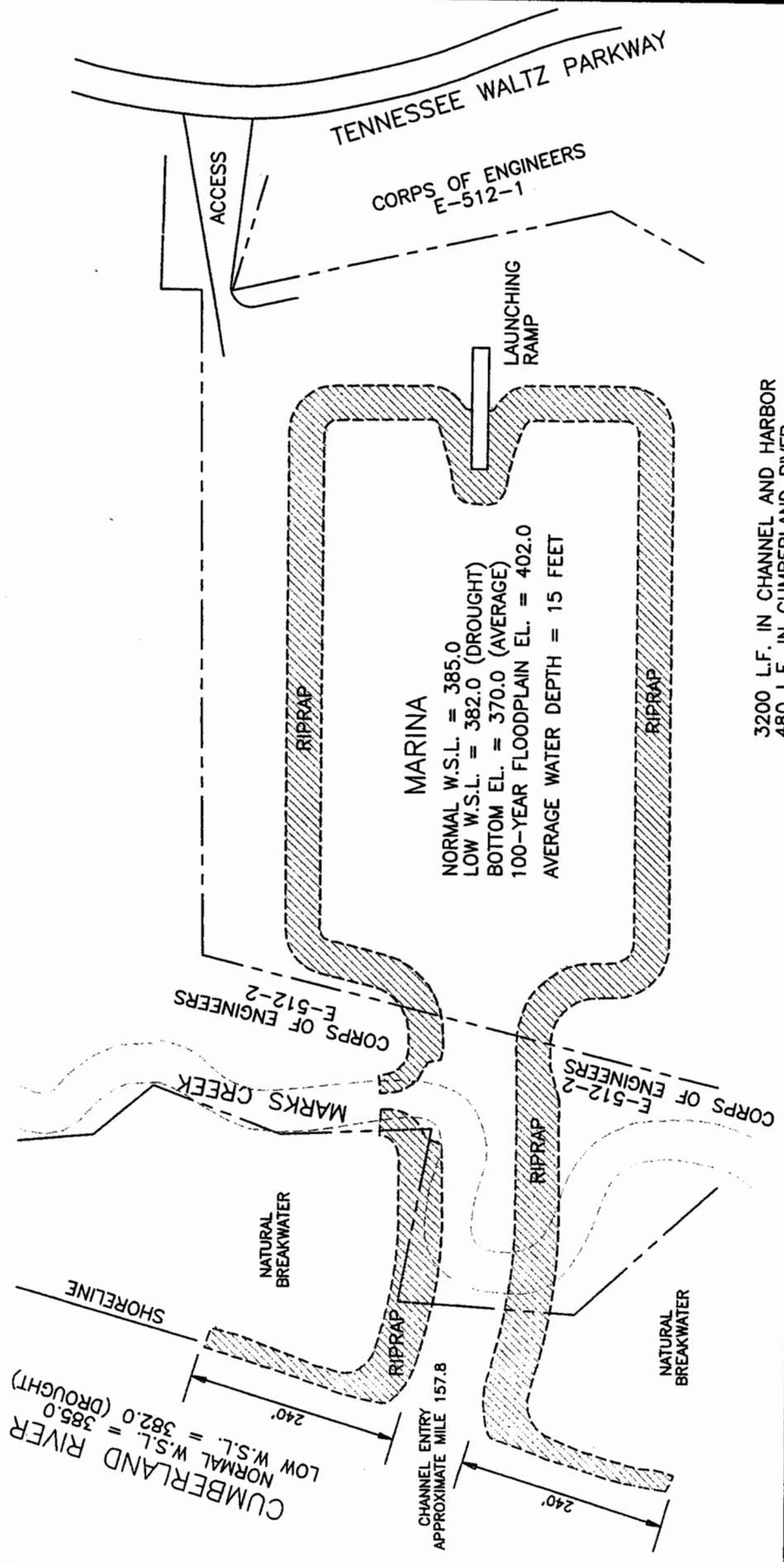
6.54 ACRES

SLIP SCHEDULE

DOCK A	(16)	16' x 40'	COVERED
DOCK B	(18)	14' x 36'	COVERED
DOCK C	(18)	13' x 32'	COVERED
DOCK D	(20)	12' x 28'	COVERED
DOCK E	(10)	12' x 28'	COVERED
DOCK F	(11)	11' x 24'	COVERED
DOCK G	(6)	12' x 28'	OPEN
DOCK H	(7)	16' x 40'	OPEN
DOCK I	(16)	16' x 35'	COVERED
DOCK J	(20)	12' x 28'	COVERED
DOCK K	(20)	12' x 28'	COVERED
DOCK L	(20)	12' x 28'	COVERED
FUEL DOCK (9)	(9)	14' x 36'	OPEN
TOTALS SLIPS (194)			

NO.		REVISION DESCRIPTION		BY	DATE
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<p>ATLANTIC - MEECO THE MARINA COMPANY 1891 E. GENE STEE BLVD MCALISTER, OKLAHOMA, USA 74501</p>			<p>PHONE: (918) 433-8833 FAX: (918) 433-3215</p>		
DRAWN BY: W.B.H.		REVISION: 000-1		JOB #	
CHECKED BY:		DATE: 12-16-06		RUN # 6808	
SCALE: 1" = 100'-0"		SHEET 1		SHEET 1	
<p>HARPETH SHOALS MARINA CUMBERLAND RIVER-ASHLAND CITY, TN.</p>					

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DATE:	12-16-05
SCALE:	N.T.S.
SHT. NO.	

3200 L.F. IN CHANNEL AND HARBOR
480 L.F. IN CUMBERLAND RIVER



PROPOSED RIPRAP

BANK STABILIZATION

**HARPETH SHOALS MARINA
RIPRAP PLAN**

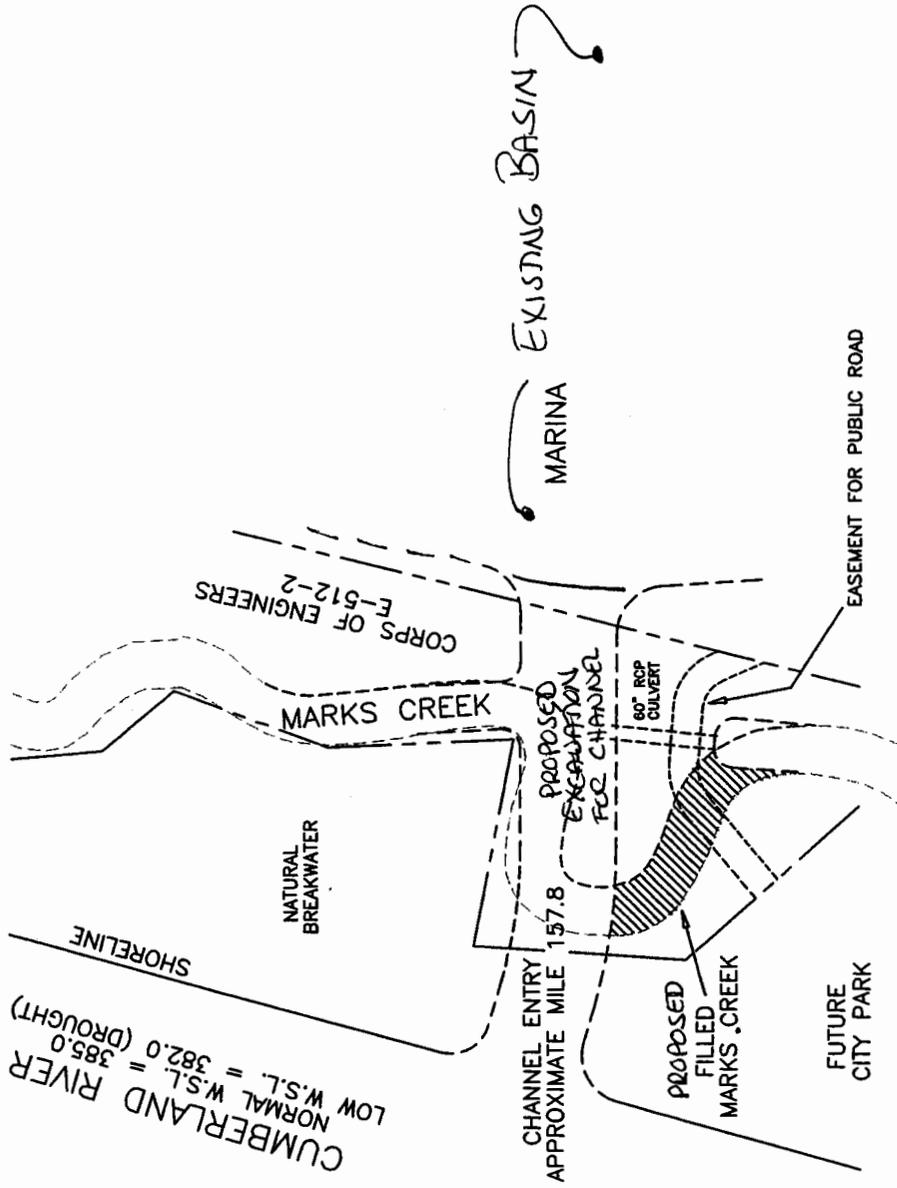
CUMBERLAND RIVER MILE 157.8
DEVELOPER - PROGRESS CAPITAL PARTNERS
ASHLAND CITY, CHEATHAM COUNTY, TN

THE REASONS COMPANY
P.O. BOX 218049 912 HARPETH VALLEY PLACE
NASHVILLE, TN 37221

FOR INFORMATION ONLY 615-662-8822
NOT FOR CONSTRUCTION

File No. 200501323

PN 05-110



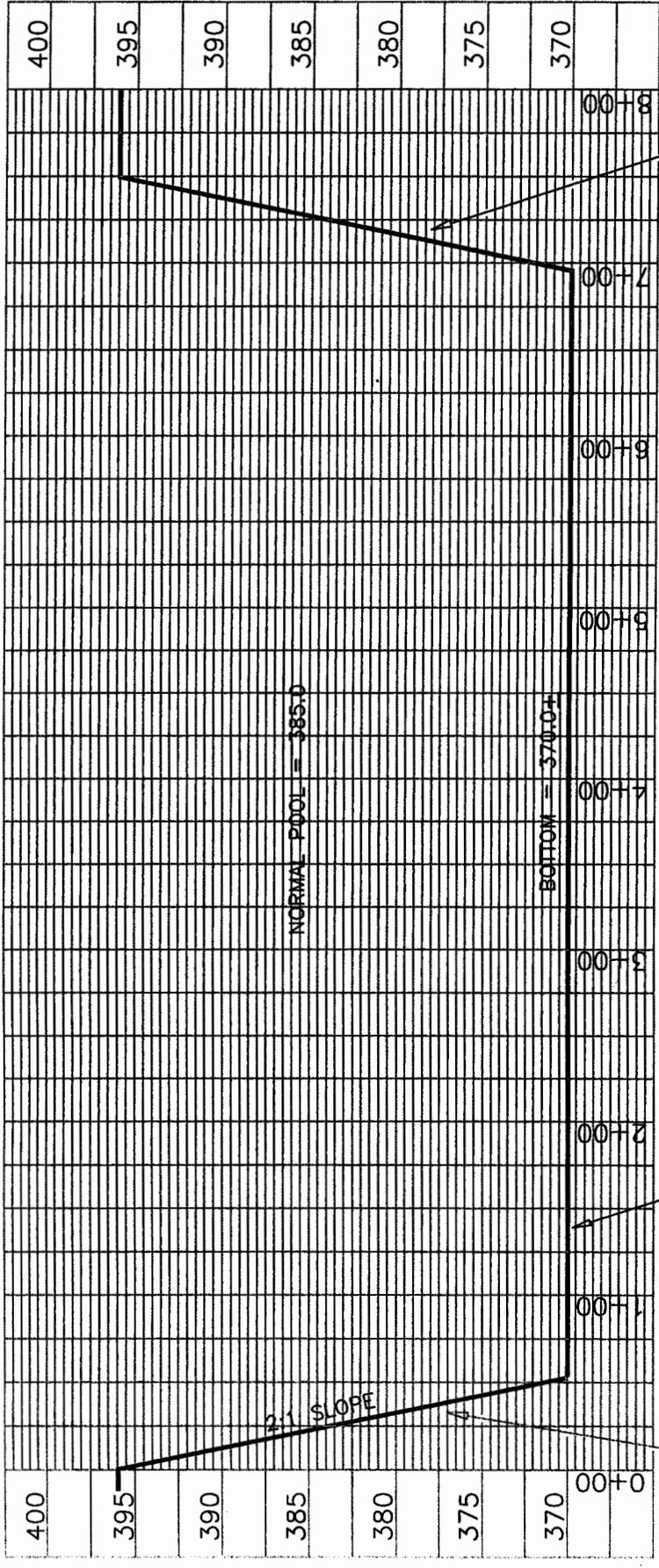
DATE:	12-16-05
SCALE:	N.T.S.
SHT. NO.	

FILL QUANTITIES OF MARKS CREEK:
 LENGTH - 200 FEET
 WIDTH - 45 FEET
 DEPTH - 4 FEET
 VOLUME - 1400 CUBIC YARDS APPROX.

HARPETH SHOALS MARINA
 MARKS CREEK FILL
 CUMBERLAND RIVER MILE 157.8
 DEVELOPER - PROGRESS CAPITAL PARTNERS
 ASHLAND CITY, CHEATHAM COUNTY, TN

THE REASONS COMPANY
 P.O. BOX 218049 912 HARPETH VALLEY PLACE
 NASHVILLE, TN 37221
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FILE No. 20050 B23 PAL 05-110



APPROXIMATE EXISTING GROUND PROFILE

RIPRAP SLOPE
FROM ELEV. 389.0 TO ELEV. 370.0

RIPRAP SLOPE
FROM ELEV. 389.0 TO ELEV. 370.0

HARPETH SHOALS MARINA
SECTION A
CUMBERLAND RIVER MILE 157.8
DEVELOPER - PROGRESS CAPITAL PARTNERS
ASHLAND CITY, CHEATHAM COUNTY, TN

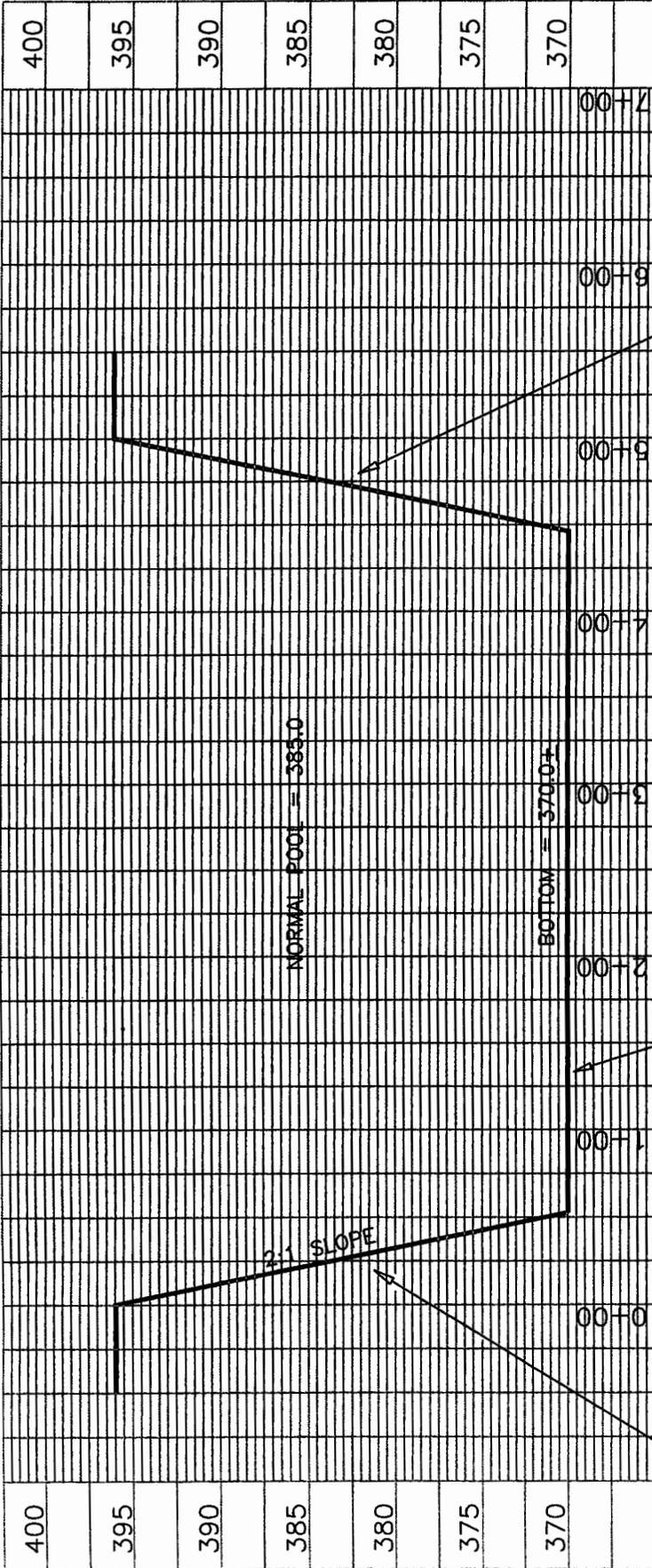
THE REASONS COMPANY
P.O. BOX 218019 912 HARPETH VALLEY PLACE
NASHVILLE, TN 37221
615-662-8822

FOR INFORMATION ONLY
NOT FOR CONSTRUCTION

SECTION A

DATE:	12-16-05
SCALE:	AS SHOWN
SHT. NO.	2 OF 7

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APPROXIMATE EXISTING GROUND PROFILE

RIPRAP SLOPE FROM ELEV. 389.0 TO ELEV. 370.0

RIPRAP SLOPE FROM ELEV. 389.0 TO ELEV. 370.0

SECTION B

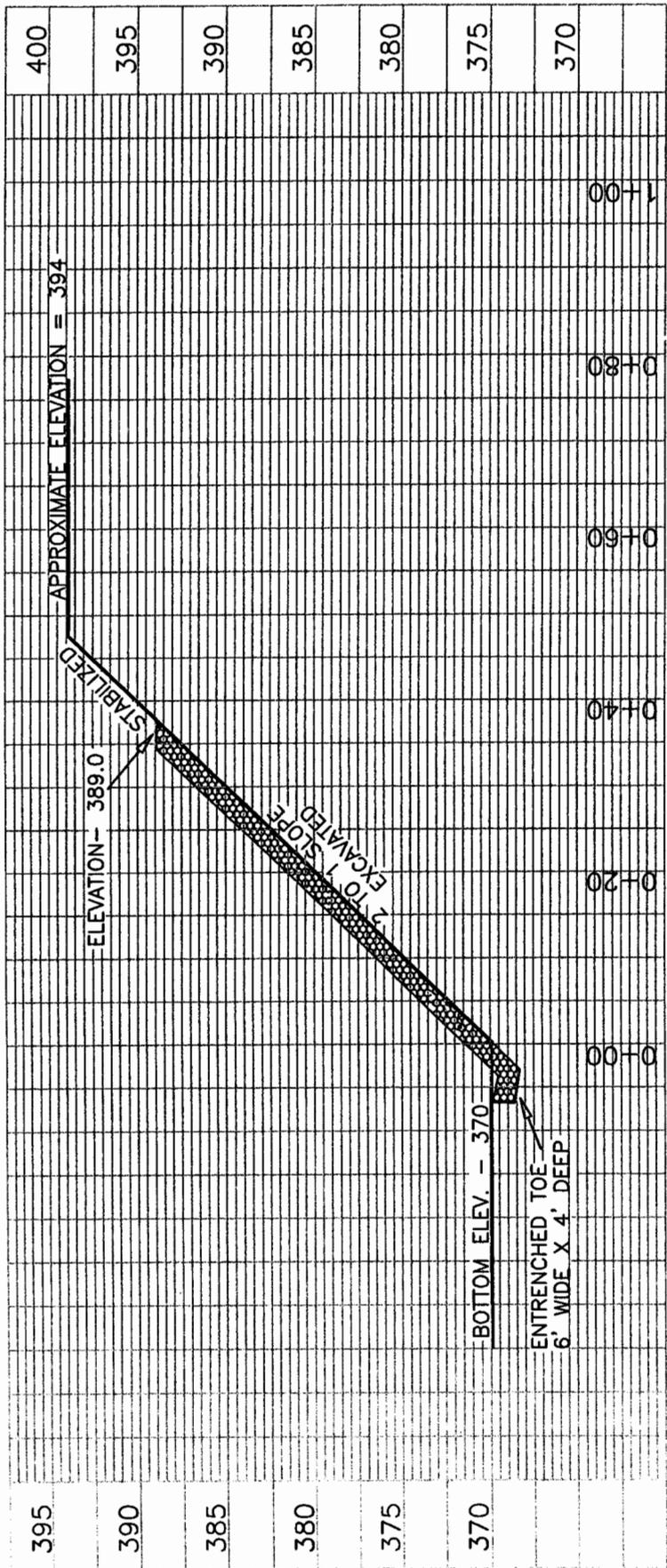
HARPETH SHOALS MARINA
SECTION B
 CUMBERLAND RIVER MILE 157.8
 DEVELOPER - PROGRESS CAPITAL PARTNERS
 ASHLAND CITY, CHEATHAM COUNTY, TN

THE REASONS COMPANY
 P.O. BOX 218019 912 HARPETH VALLEY PLACE
 NASHVILLE, TN 37221
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DATE:	12-16-05
SCALE:	AS SHOWN
SHT. NO.	3 OF 7

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TYPICAL RIPRAP BANK STABILIZATION

RIPRAP SLOPE
 36" THICK
 MAXIMUM SIZE - 24"
 THE LEAST DIMENSION SHALL NOT
 BE LESS THAN 1/3 THE LENGTH

INSTALL GEOSYNTHETIC FILTER FABRIC
 UNDER ALL RIPRAP SURFACES
 OR ACCEPTABLE BARRIER SUBSTITUTE

SECTION C

DATE:	12-16-05
SCALE:	AS SHOWN
SHT. NO.	4 OF 7

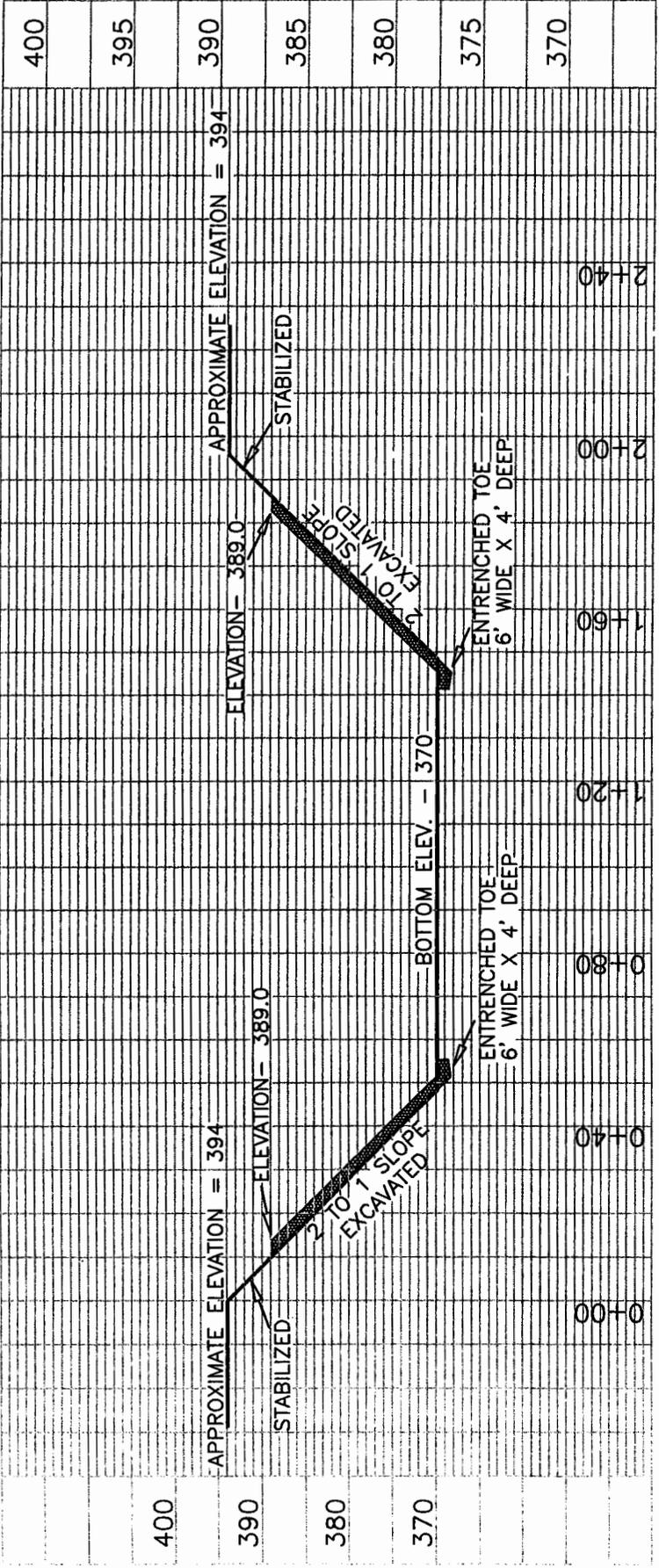
HARPETH SHOALS MARINA
 SECTION C

CUMBERLAND RIVER MILE 157.8
 DEVELOPER - PROGRESS CAPITAL PARTNERS
 ASHLAND CITY, CHEATHAM COUNTY, TN

THE REASONS COMPANY
 P.O. BOX 218019 912 HARPETH VALLEY PLACE
 NASHVILLE, TN 37221
 615-662-8822

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FILE NO. 200501323 PN05-110



RIPRAP SLOPE
 36" THICK
 MAXIMUM SIZE - 24"
 THE LEAST DIMENSION SHALL NOT
 BE LESS THAN 1/3 THE LENGTH

INSTALL GEOSYNTHETIC FILTER FABRIC
 UNDER ALL RIPRAP SURFACES
 OR ACCEPTABLE BARRIER SUBSTITUTE

SECTION D

DATE: 12-16-05
 SCALE: AS SHOWN
 SHT. NO. 5 OF 7

HARPETH SHOALS MARINA
 SECTION D
 CUMBERLAND RIVER MILE 157.8
 DEVELOPER - PROGRESS CAPITAL PARTNERS
 ASHLAND CITY, CHEATHAM COUNTY, TN

THE REASONS COMPANY
 P.O. BOX 218019 912 HARPETH VALLEY PLACE
 NASHVILLE, TN 37221
 615-662-8822

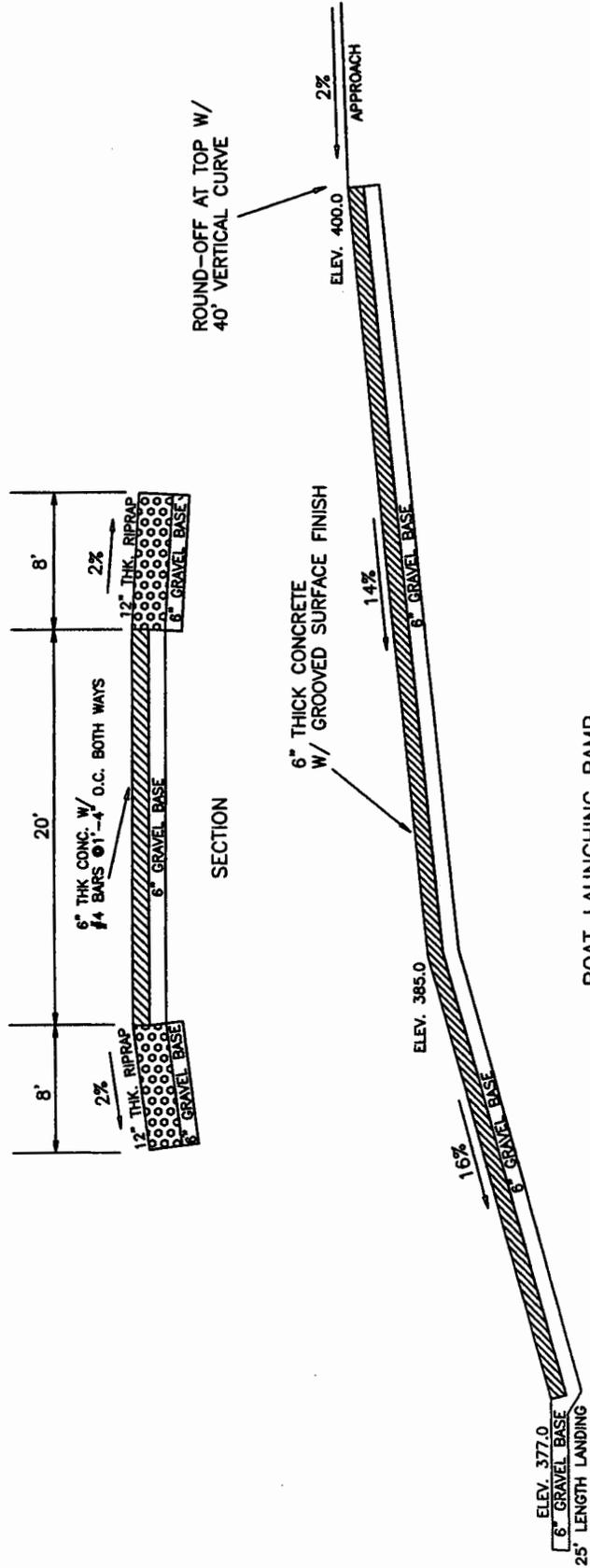
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File No. 200501323 PN 05-110

THE REASONS COMPANY
 P.O. BOX 218019 912 HARPETH VALLEY PLACE
 NASHVILLE, TN 37221
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 NOT FOR CONSTRUCTION

HARPETH SHOALS MARINA
 BOAT LAUNCHING RAMP
 DEVELOPER - PROGRESS CAPITAL PARTNERS
 ASHLAND CITY, CHEATAM COUNTY, TN

DRAWN BY:	TJR #
APPROVED BY:	TJR #
DATE:	12-16-06
SCALE:	NOT TO SCALE
JOB NUMBER:	
FILENAME:	
DRAWING NUMBER:	



BOAT LAUNCHING RAMP
 157' LENGTH

BOARDING DOCK TO BE 167' LENGTH & 6' WIDTH